CLASSIFICATION	INTELLOFAX	CONFIDENTIAL Approved For Release 2003/08/11 : CIA-RDP\$2,00457R005600320004-5	FU35
OUNTRY SOTIAL ZORG. O. GATMANNY OPPOL Lagra Airffeld ALLOSTONE DE LA STATE DE LA STATE DE LA STATE OF CONTENT 10 July 1950 ATE OF CONTENT 10 July 1950 DATE PREPARED 27 July 1950 EFFRENCES AGES ENCLOSURES (No. a TPE) EMARKS ENCLOSURES (No. a TPE) EMARKS 25X1 1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high runder secentiles, nose wheels, silver paint, and sone with red and others with blue noses, were seen at the lactry (N 54/U 33) airfield. Aircraft crates ere piled in a row on the western edge of the field. 2. There were no hangers, and there were billeting facilities for only about 150 men. Buch of the quarters were northwest of the bilor. Seen. Relirod tank care were standing on the part received the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four reilroad tank care at the Elierhot ratinces and hauled to the wineer of the field. Redio installations were not observed. There was no flying. 3. Four reilroad tank care at the Elierhot ratinces at the block-bordered white labels with a green triangle and the inseription: Disputch ratinced station flittenock (N 54/U 11), receiving station Elierhotz 4. All planes were covered with tanguline, except for eight jet planes with a silver sheen, which were arked on the western edge, apprently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. **CONFIDENTIAL** **COMMENT. Jet planes of type 14 have been previously observed of Leerz affiled, 66 being last rejorced. It is concerved to Leerz affiled, 66 being last rejorced. It is planes. **CONFIDENTIAL** **C			
ALUATION PLACE OBTAINED 27 July 1970 THE OBTAINED PERPARED 27 July 1970 THE OBTAINED PERPARED 27 July 1970 THE CONTENT 10 July 1970 THE CONTENT 10 July 1970 25X1 1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high ruder assemblies, nose wheels, silver paint, and some tith red and others with blue noses, were seen at the Learz (N 54/V 35) airfield. Aircraft crates ere piled in a row on the western edge of the field. 2. There were no hangars, and there were billeting facilities for only about 10 July 10	OUNTRY	Soviet Zone or Garmany	20/1
THE OF CONTENT. 10 July 1930 OATE PREPARED 27 July 1930 SEES ENCLOSURES MM. & TOPE) MARKS 1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with sweptback winge, high inder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the lears (R 1940 35) airrield. Aircraft orates ere plied in a row on the western edge of the field. 2. There were no hengars, and there were horthwest of the Ellerholz (N 5940 35) and there were northwest of the Ellerholz (N 5940 35) reliroad station. Rejust hengars were not seen. Reilroad tank cars were standing on the sput track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four reliroad tank cars at the Ellerholz reliroad station had block-bordered white labels with a green triangle and the inscription: Disputch raliroad station Wittstock (N 54/0 11), receiving station Ellerholz 4. All planes were covered with targealline, except for eight jet planes with a silver sheen, which were arked on the western dege appendity as elarted aircraft. Three red lights, from 50 to 50 cm high, were on both the eastern and western ends of the xunway.* ** **CONFIDENTIAL** CLASSIFICATION SECTION* This document is hereby regress to the property of the type 14 here been previously content and western ends of the Wentry-Rounth Air Army are equilibred with the letter of 16 October 1978 from the places of central intelligences to the places of the places of central intelligences to the places of central intelligences to the places of the places of the places of central intelligences to the places of t	PIC La	GTZ Airfield	
THE OF CONTENT. 10 July 1950 TO OBTAINED FERENCES GES ENCLOSURES (NO. & TYPE) 25X1 1. Throe U-2 biplanes, and 66 jet planes (type 14 ?) with sweptback wings, high rudder essemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Lectz (R 15/W 25) altried, alterator testes ere piled in a row on the western edge of the field. 2. There were no hengers, and there were billeting facilities for only about 150 men. Lost of the quarters were northwest of the fillerholz (N 55/W 25) relironed station. Repair hengers were not seen. Reliroed tank cars were standing on the surt track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had block-bordered white labels with a green triangle and the inscription: Disputch railroad station Wittstock (N 54/W 11), receiving station Ellerholz 4. All planes were covered with targualine, except for eight jet planes with a silver sheen, which were arked on the western days appeared to Leerz airfield, 66 being last reported. It is believed the Eventy are on both the eastern and western ends of the zunway. ** ** ** ** ** ** ** ** **	1 ALUATION_	PLACE_OBTAINED	 25X
DATE PREPARED 27 July 1950 FERENCES SES ENCLOSURES (No. & TOPE) 1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudger essemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the learz (N 54/U 35) airfield. Aircreft crutes, ere placed in a row on the western edge of the field. 2. There were no hangars, and there were billeting facilities for only about 150 men. Gost of the quarters were northwest of the Ellerholz (N 54/U 35) railroad station. Repair hangars were not seen. Railroad tenk cars were stending on the suur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four railroad tank cers at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Disputch railroad station "ittetook (N 54/U 11) receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western dee, apparently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runwy. **Comment. Jet planes of type 14 have been previously observed at learn infield 66 being last reported. It is believed that shout 57 eastern of the Taphter regiments of the Twenty-Fourth Air Army are equipped with type 14 **Comment. Jet planes of type 14 have been previously observed at learn infield 66 being last reported. It is believed that shout 57 eastern of the Taphter regiments of the Twenty-Fourth Air Army are equipped with type 14 **Comment. Jet planes of type 14 have been previously believed that shout 57 eastern on the December of Central Heisingence to the Central Heisingence to the December of Central Heisingence to t			3.7
25X1 1. Three U-2 biplenes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, sliver paint, and some wings high rudder assemblies, nose wheels, sliver paint, and some with red and others with blue noses, were seen at the Lears in 54/0 55 airlield. Aircreft crutes ere placed in a row on the western edge of the field. 2. There were no hengars, and there were billetine facilities for only about 150 men. Lost of the quarters were northest of the Ellerholz N 54/0 35) relirous station. Repair hengars were not seen. Relirous tenk cars were stending on the suur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four relirous tenk cars at the Ellerholz relirous datation had bleck-bordered white labels with a green triangle and the inscription: Dispatch relirousle station Wittetook (N 54/0 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western day, appearing a selred aircraft. Three red lights, from 30 to 50 om high, were on both the eastern and western ends of the runwar. *** *** *** *** *** *** ** **	1		
DESCRIPTION SECULAR 1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the learz (N 54/0 35) airrield. Airreft crutes ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 150 men. Most of the quarters were northwest of the Ellerholz (N 54/0 35) railroad station. Repair hengars were not seen. Reilroad tank cars were standing on the spur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had bleck-bordered white labels with a green triangle and the inscription. Disputch railroad station Wittstock (N 54/0 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western adge, apparently as alerted aircraft. Three red lights, from 30 to 50 om high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			
1. Three U-2 biplenes, and 66 jet planes (type 14 ?) with swept-beck wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Leorz (N 54/U 35) sirfield. Airoraft crutes ere piled in a row on the western edge of the field. 2. There were no hengers, and there were billeting facilities for only about 150 men. Most of the quarters were northwest of the Ellerholz (N 54/U 35) ratiroad station. Repair hengers were not seen. Reilroed tank cars were standing on the suur track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station "tittetock (N 54/U 11), receiving station Ellerholz station "tittetock (N 54/U 11), receiving station Ellerholz station "tittetock (N 54/U 11). 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western age, apparently as alerted airoraft. Three red lights, from 30 to 50 on high, were on both the eastern and western ends of the runway. * ** Comment. Jet planes of type 14 have been previously observed at laerz airfield, 66 being last reported. It is balleved that about 75 percent of the flighter regiments of the Tuenty-Pourth Air Army are coulpped with type 14 CONFIDENTIAL" CONFIDENTIAL" 25X CLASSIFICATION SECURE. CONFIDENTIAL" 25X CLASSIFICATION SECURE. CONFIDENTIAL CONFIDENT			
1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the learz (N 54/U 35) sirfield. Aircreft crutes ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 150 men. Most of the quarters were northwest of the Ellerholz (N 54/U 35) railroad station. Repair hengars were not seen. Reilroad tank cars were standing on the sur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station Wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpaulins, except for eight jet planes with a silver sheen, which were arked on the western dage, apparently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			-Vice-size and a second
1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Leorz (N 54/U 35) airfield. Aircraft crates ere piled in a row on the western edge of the field. 2. There were no hangars, and there were billeting facilities for only about 50 men. Most of the quarters were northwest of the Ellerholz (N 54/U 33) railroad station. Repair hangars were not seen. Reliroad tank cars were standing on the spur track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpaulins, except for eight jet planes with a silver sheen, which were arked on the western adge, appending as alerted aircraft. Three red lights, from 30 to 50 om high, were on both the eastern and western ends of the runway. * ** ** ** ** ** ** ** ** **	MARKS		
1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Lacrz (N 54/U 33) sirfield. Aircraft crutes ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 50 men. About of the quarters were northwest of the Ellerholz (N 54/U 33) redired station. Repair hengars were not seen. Relatived tank cars were stending on the spur track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had bleck-bordered white labels with a green triangle and the inscription: Dispatch railroad station wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western adge, appending as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			
1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Lacrz (N 54/U 33) sirfield. Aircraft crutes ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 50 men. About of the quarters were northwest of the Ellerholz (N 54/U 33) redired station. Repair hengars were not seen. Relatived tank cars were stending on the spur track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had bleck-bordered white labels with a green triangle and the inscription: Dispatch railroad station wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western adge, appending as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			
1. Three U-2 biplanes, and 66 jet planes (type 14 ?) with swept-back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Lacrz (N 54/U 33) sirfield. Aircraft crutes ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 50 men. About of the quarters were northwest of the Ellerholz (N 54/U 33) redired station. Repair hengars were not seen. Relatived tank cars were stending on the spur track at the field. The fuel was jut into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had bleck-bordered white labels with a green triangle and the inscription: Dispatch railroad station wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western adge, appending as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			
back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Learz (N 54/U 33) sirfield. Aircraft crates ere piled in a row on the western edge of the field. 2. There were no hengars, and there were billeting facilities for only about 150 men. Most of the quarters were northwest of the Ellerholz (N 54/U 35) reilroad station. Repair hengars were not seen. Reilroad tank cars were standing on the spur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Redio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station Wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western dge, apparently as slerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **		25X1	
back wings, high rudder assemblies, nose wheels, silver wint, and some with red and others with blue noses, were seen at the Laerz (N 54/U 35) airfield. Aircreft crates ere yiled in a row on the western edge of the field. 2. There were no hangars, and there were billeting facilities for only about 150 men. Most of the quarters were northwest of the Ellerholz (N 54/U 35) railroad station. Repair hangars were not seen. Railroad tank cars were standing on the sure track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station wittstock (N 54/U 11), receiving station Ellerholz. 4. All planes were covered with tarpaulins, except for eight jet planes with a silver sheen, which were arked on the western dge, apperently as slerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. ** ** ** ** ** ** ** ** **			
150 men. Most of the quarters were northwest of the Ellerholz (N 54/V 35) reilroad station. Repair hengars were not seen. Railroad tank cars were standing on the sour track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installations were not observed. There was no flying. 3. Four railroad tank cars at the Ellerholz railroad station had black-bordered white labels with a green triangle and the inscription: Dispatch railroad station Wittstock (N 54/V 11), receiving station Ellerholz 4. All planes were covered with tarpeulins, except for eight jet planes with a silver sheen, which were arked on the western age, apparently as alerted aircraft. Three red lights, from 30 to 50 om high, were on both the eastern and western ends of the runway. * Comment. Jet planes of type 14 have been previously observed at Learz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14 CONFIDENTIAL CLASSIFICATION SECONT This document is hereby regraded to CONFIDENTIAL CONFIDENTIAL CLASSIFICATION SECONT This document is hereby regraded to CONFIDENTIAL CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to th		back wings, high rudder assemblies, nose wheels, silver paint, and some with red and others with blue noses, were seen at the Laerz (N 54/U 33) airfield. Aircraft crates ere piled in a row on the western edge of the field.	
black-bordered white labels with a green triangle and the inscription: Dispatch railroad station Wittstock (N 54/U 11), receiving station Ellerholz 4. All planes were covered with tarpaulins, except for eight jet planes with a silver sheen, which were arked on the western edge, apparently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. * Comment. Jet planes of type 14 have been previously observed at Lacrz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14 jet planes. CONFIDENTIAL CLASSIFICATION SECONT This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the letter of 16 October 1978 from the Director of Central Intelligence to the	2.	150 men. Most of the quarters were northwest of the Eller-holz (N 54/U 33) railroad station. Repair hangers were not seen. Railroad tank cars were standing on the spur track at the field. The fuel was put into tank trucks and hauled to the bunkers on the southern edge of the field. Radio installa	
planes with a silver sheen, which were arked on the western dage, apparently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends of the runway. * Comment. Jet planes of type 14 have been previously observed at Laerz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14 jet planes. ** CONFIDENTIAL* ** Comment. Jet planes of type 14 have been previously observed at Laerz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14 jet planes. ** CONFIDENTIAL* ** CON	3.	black-bordered white labels with a green triangle and the inscription: Dispatch railroad station Wittstock (N 54/U 11).	25X^
Observed at Laerz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14 jet planes. CONFIDENTIAL CLASSIFICATION SECURIT This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the	1 4.0	planes with a silver sheen, which were arked on the western edge, apparently as alerted aircraft. Three red lights, from 30 to 50 cm high, were on both the eastern and western ends	
CONFIDENTIAL CLASSIFICATION SECRET This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the	L	observed at Laerz airfield, 66 being last reported. It is believed that about 75 percent of the fighter regiments of the Twenty-Fourth Air Army are equipped with type 14	
CLASSIFICATION SECTION This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the			
This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the		CONFIDENTIAL	25X1
CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the		CLASSIFICATION SECTION	25X1
Next Review Date: 2008		CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Approved Poi Reliable 2003708/11: CIA-RDP82 10 17 10 15 1	